



SOUTH AFRICAN  
**MARITIME SAFETY**  
AUTHORITY

# **FISHING VESSEL SAFETY** **INDABA 2018**

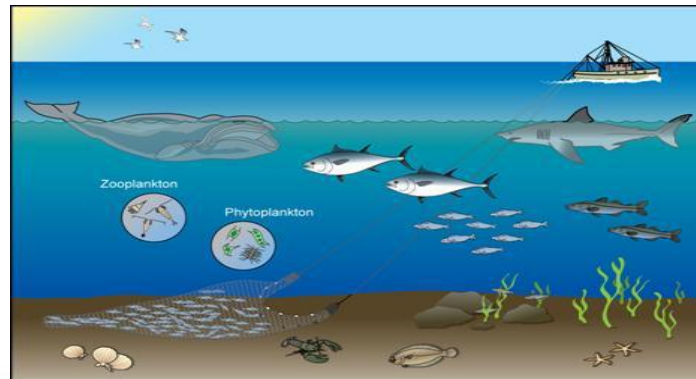
SAFE SHIPS • CLEAN SEAS



# Fishing Safely



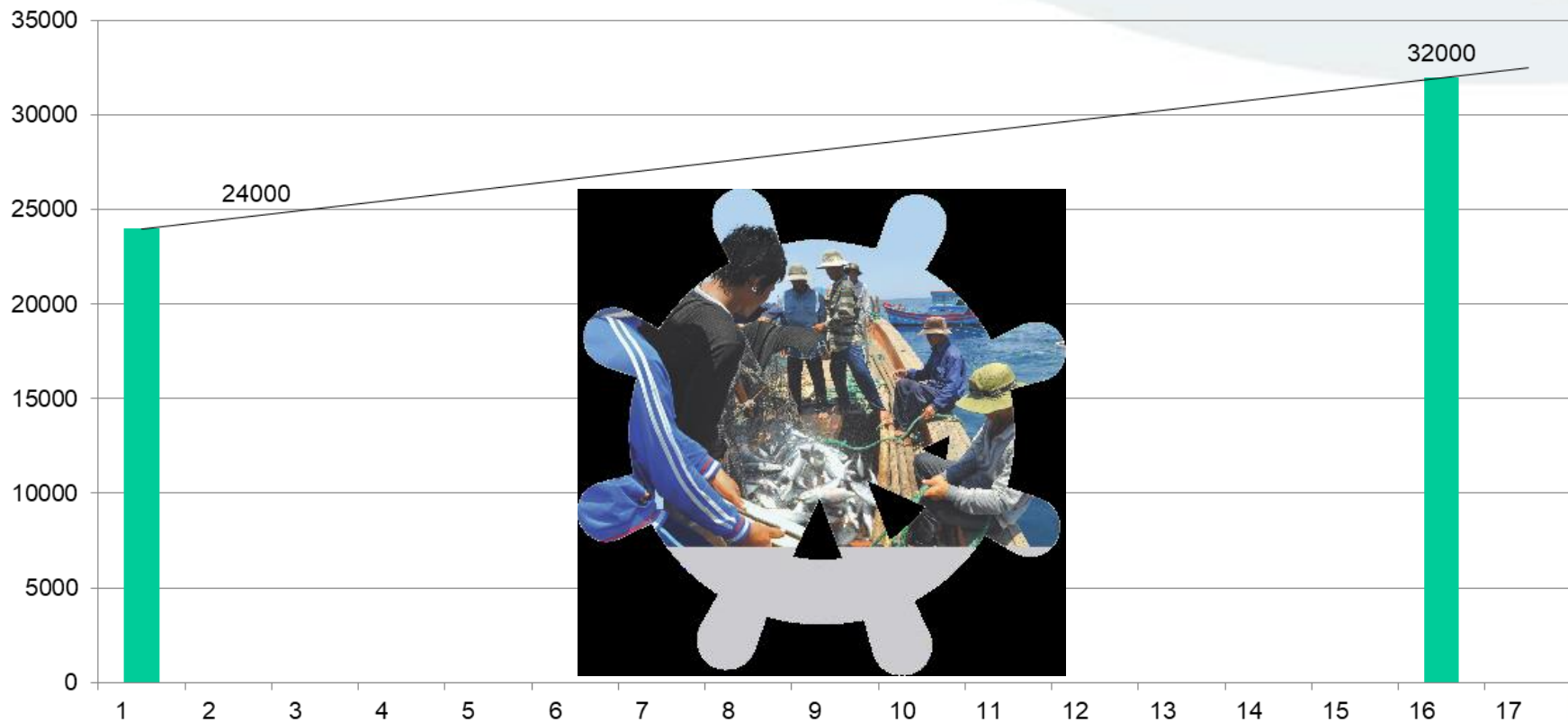
Fishing is one of the most dangerous occupations in the world. Accident and fatality rates in fishing remain high in most countries. Safety and health professionals are, however, making major steps in generating awareness and building capacity for workplace health and safety measures and devising safer ways of work in the fisheries.



# Global fatalities



## Global fatalities in Fishing 1999 to 2016



# Causal factors



## **Human Factors**

- Captain & crew fatigue
- Captain & crew stress
- Alcohol & drug use
- Lack of training

## **Equipment Factors**

- Lack of training in use of equipment
- Unstable vessels
- Complex machinery

## **Environmental factors**

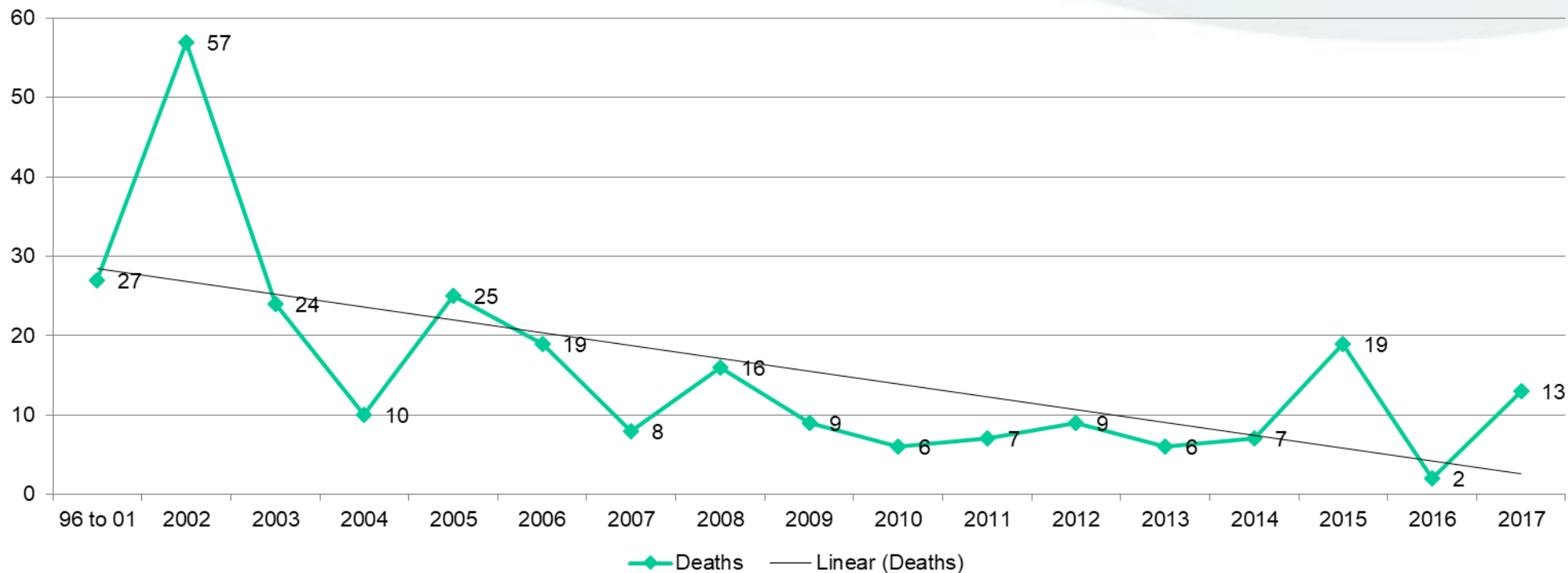
- High winds
- Large waves
- Currents
- Darkness
- Proximity to land and shoals



# South African fatalities in fishing



## Operational fatalities in Fishing 1996 to 2017



# South African fatalities in fishing



South Africa has 1014 active Commercial fishing vessels including over 2000 small commercial fishing vessels along the West and East Coasts. (Approximately 44 500 direct employment)

In **2013** South Africa recorded 5 deaths in 4 separate operational incidents.

In **2014** South Africa recorded 7 deaths in 6 separate operational incidents.

In **2015** South Africa recorded 18 deaths in 5 separate operational incidents

In **2016** South Africa recorded 2 deaths in 2 separate operational incidents. And 5 apparent suicides.

In **2017** South Africa recorded 13 deaths in 4 separate incidents. And 1 apparent suicide.



# South African fatalities in fishing: causes



Man overboard during fishing operations

Man overboard at night

Not heeding weather reports

Loss of intact stability during bad weather

Not securing watertight integrity

Unsupervised work

Poor seamanship practices

Poor emergency situation management



# Safety initiatives



1. Introducing legislation making it mandatory for all fishers to attend safety familiarisation courses prior to fishers proceeding to sea.
2. Maritime Occupational safety Audits of fishing companies operating over 25 gross tons vessels which focuses on compliance with respect to issues such as Safety Officers, Safety Committees, safety drills, personal protective clothing, toolbox talks, discipline, social security and risk assessments.
3. Ad –Hoc safety inspections- outside of the annual survey regime.
4. Fisheries observers completing safety checklists while at sea.
5. Marine Notices high lighting the causes of deaths and other pertinent safety communication.
6. Community safety seminars
7. Safety indabas with fishing industry stakeholders.
8. Guidance on relevant legislation stemming from international IMO and ILO instruments in the interest of safe fishing practices.
9. Investigations into the causes of deaths by trained SAMSA officials.
10. Casualty Investigation techniques training for industry – Request from last Indaba.





# International instruments



## **Cape Town Agreement, 2012- IMO**

In 1977 the first international conference on the safety of fishing vessels took place in Torremolinos, Spain.

The Convention looked at the construction and safety equipment standards for fishing vessels in the same way as the SOLAS convention set standards for cargo and passenger vessels.

## **Port State Measures Agreement, 2015- FAO**

To combat IUU fishing. IUU is believed to give rise to questionable labour practices.

## **WIF Convention, 2007 – ILO**

The objective of this Convention is to ensure that fishers have decent conditions of work on board fishing vessels with regard to minimum requirements for work on board; conditions of service; accommodation and food; occupational safety and health protection; medical care and social security.

## **STCW-F, 1995**



**End, Thank you.**



### **Minister of Transport signs the CT Agreement at IMO in December 2013**

Requires ratification by 22 States with 3600 fishing vessels of over 24m operating on the high seas. SAMSA has drafted regulations to give effect to Torremolinos Protocol and had submitted to Department of Transport .